"THE BIG SKY COUNTRY"

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PLEASE RETURN

MONTANA

AERONAUTICAL CHART

Mt. Gannett, Glacier National Park

Welcome to the Big Sky Country!

We certainly hope this map will assist you in many safe flights over the magnificent expanse of Montana.

We welcome you to the state and encourage you to stay awhile to explore Montana's amazing array of scenic and recreational areas.

You will find modern airports, beautiful scenery, fish in clear streams, great snow on the ski slopes, comfortable accommodations and the friendliest people in the West.

Again, welcome and good flying!

TED SCHWINDEN, GOVERNOR
STATE OF MONTANA

MICHAEL D. FERGUSON, ADMINISTRATOR
AERONAUTICS DIVISION

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FILE A FLIGHT PLAN

FLIGHT PLAN					
1 TYPE	2 AIRCRAFT IDENTIFICATION	3 AIRCRAFT TYPE / SPECIAL EQUIPMENT	4 TRUE AIRSPEED	5 DEPARTURE POINT	6 DEPARTURE TIME: PROPOSED (Z) / ACTUAL (Z)
VFR					
IFR			KTS		
DVFR					

7 POINT OF STARTING

8 ROUTE OF FLIGHT

9 DESTINATION (Name of airport and city)

10 EET: HOURS / MINUTES

11 REMARKS

12 FUEL ON BOARD: HOURS / MINUTES

13 ALTERNATE AIRPORT(S)

14 PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE

15 NUMBER ABOARD

16 COLOR OF AIRCRAFT

CLOSE VFR FLIGHT PLAN WITH _____ FSS ON ARRIVAL

FAA Form 7233-1 (8-72)

EN ROUTE EQUIPMENT SUFFIX

X	No transponder	/D	DME, no transponder
T	Transponder with no altitude encoding capability	/X	DME, transponder with no altitude encoding capability
U	Transponder with altitude encoding capability	/T	DME, transponder with altitude encoding capability
/A	BME transponder with altitude encoding capability	/C	RNAV, transponder with altitude encoding capability
		/I	RNAV, transponder with altitude encoding capability
		/W	RNAV, no transponder

REQUIREMENTS FOR USE OF MONTANA PILOT FLIGHT PLANS

1. ALL Pilots must be registered and have a Montana registration number.
2. If not able to file by radio, pilots at Non-Flight Service Station points in Montana are authorized to call Flight Service Station Point Collect to file to close Flight Service Station Point.
3. No calls will be accepted from a point served by the Federal Aviation Administration Flight Service Station.
4. No restrictions are placed on either Private or Commercial Flights
5. Only Montana Flight Service Stations (which hold credit cards) will accept calls
6. Federal Aviation Administration Flight Service Stations will accept only calls to relay or closing flight plans
7. Pilot (at non-Flight Service Station Airport) must Collect phone call to nearest Flight Service Station stating "This is a collect call-Montana Pilot Flight Plan."
8. Please avoid calling during weather broadcast

For complete information refer to Federal Aviation Regulations 71.9, 71.15, 91.109 and 91.121.

U.S. WEATHER SERVICE AND FAA FLIGHT SERVICE STATIONS

Location	Weather Phone	FSS Phone	FSS Ident and Frequencies
BILLINGS	259-4545	259-4545	BIL 122.6 122.2 122.1R 114.5T
BOZEMAN		388-4242	BZN 123.6 122.2 122.1R 112.2T
BUTTE		494-2004	BTM 123.6 122.4
CUT BANK		873-4522	CTB 123.6 122.2 122.1R 114.4T
GLASGOW	228-4042	228-7751 MLS	(MLS) 123.6 113.9T
GREAT FALLS	761-7310	761-7310	GTF 122.6 122.2 122.1R 115.1T
HARVE	265-6424	265-5087 GTF	(GTF) 123.6R 122.1R 111.8T
HELENA	442-7312	442-9900	(GTF) 122.2 122.1R 117.7T
KALISPELL	756-4979	257-7557 MSO	(MSO) 123.6R 122.1R 108.4T
LEWISTOWN		538-1630	LWT 123.6 122.2 122.1R 112.0T
LIVINGSTON		222-2411	LVM 123.6 122.2 122.1R 116.1T
MILES CITY		232-1503	MLS 123.6 122.2 122.1R 112.1T
MISSOULA	542-2230	542-2230	MSO 122.65 122.2 122.1R 112.8T

LIGHT SIGNAL PROCEDURES FOR AIRPORT TRAFFIC CONTROL

Signals from a portable traffic control light shall mean the following

COLOR AND TYPE OF SIGNAL	ON THE GROUND	IN FLIGHT
Steady Green	Clear for takeoff	Cleared to land
Flashing Green	Cleared to taxi	Return for landing(to be followed by steady green at proper time)
Steady Red	Stop	Give way to other aircraft and continue circling
Flashing Red	Taxi clear of landing area (runway) in use	Airport unsafe - do not land
Flashing White	Return to starting point on airport	(No Assigned Meaning)
Alternating Red and Green	General warning signal - Exercise extreme caution	

MORSE CODE AND PHONETIC ALPHABET

A—ALFA	·—	M—MIKE	— —	Y—YANKEE	—·— —
B—BRAVO	—···	N—NOVEMBER	—·	Z—ZULU	——··
C—CHARLIE	—·—·	O—OSCAR	— — —	0—ZE RO	—————
D—DELTA	—··	P—PAPA	·— — ·—	1—WUN	·————
E—ECHO	·	Q—QUEBEC	— — ·—	2—TOO	··———
F—FOXTROT	··—·	R—ROMEO	·—·	3—TREE	···——
G—GOLF	— —·	S—SIERRA	···	4—FOW-er	····—
H—HOTEL	····	T—TANGO	—	5—FIFE	·····
I—INDIA	··	U—UNIFORM	··—	6—SIX	—····
J—JULIETT	·— — —	V—VICTOR	···—	7—SEV en	— —···
K—KILO	—·—	W—WHISKEY	·— —	8—AIT	———··
L—LIMA	·—··	X—XRAY	—··—	9—NIN er	————·

DIRECTIONAL ALTITUDE

VFR ALTITUDES/FLIGHT LEVELS CONTROLLED AND UNCONTROLLED AIRSPACE

UNDER VFR More than 3,000' above the surface

Below 18,000 feet

ALTIMETER SETTINGS

AT OR ABOVE 18,000 FT MSL—use standard altimeter setting (29.92 Hg)

BELOW 18,000 FT MSL—use station altimeter setting (QNH)

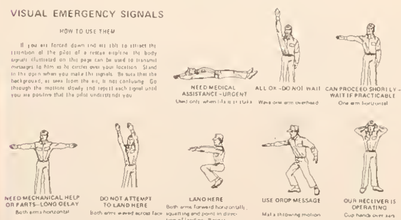
CRUISING ALTITUDES/FLIGHT LEVELS

1. VFR altitudes or flight levels become effective above 3,000 ft. AGL.
2. IFR in controlled airspace, maintain altitudes or flight levels assigned by ATC
3. IFR altitudes or flight levels in uncontrolled airspace are effective from surface upward
4. Continental control area is controlled airspace at and above 14,500 ft. excluding:
   a. The airspace less than 1,500 ft. above the surface of the earth.
   b. Prohibited and restricted areas other than those listed in Federal Aviation Regulations 71.151.
5. Positive control area is controlled airspace from 18,000 ft MSL to and including FL 600. IFR FLIGHT PLAN, TRANSPONDER and 2 WAY RADIO REQUIRED WITHIN THIS AREA.

VISUAL EMERGENCY SIGNALS

HOW TO USE THEM

If you are forced down and are able to attract the attention of the pilot of a rescue aircraft the body signals illustrated on this page can be used to transmit messages to him as he circles over your location. Stand in the open when you make the signals. Be sure that the background, as seen from the air, is not confusing. Go through the motions slowly and repeat each signal until you are positive that the pilot understands you.


NEED MEDICAL ASSISTANCE—URGENT
Use only when life is in peril
ALL OK—DO NOT WAIT
Wave one arm overhead
CAN PROCEED SHORTLY—WAIT IF PRACTICABLE
One arm horizontal
NEED MECHANICAL HELP OR PARTS—LONG DELAY
Both arms horizontal
DO NOT ATTEMPT TO LAND HERE
Both arms waved across face
LAND HERE
Both arms forward horizontally, squatting and position of landing—Repeat
USE DROP MESSAGE
Mail a shotpwing motion
OUR RECEIVER IS OPERATING
Cup hands over ears
NEGATIVE (NO)
White cloth waved horizontally
AFFIRMATIVE (YES)
White cloth waved vertically
PICK UP—PLANE ABANDONED
Both arms vertical
AFFIRMATIVE (YES)
Dip nose of plane several times
NEGATIVE (NO)
Fly to left of plane

MOUNTAIN FLYING

GENERAL

1. First and foremost, do not consider flying the mountain country unless you have at least one hundred and fifty (150) hours and are proficient at slow flight.
2. Know your aircraft. Do not take an aircraft into this territory that will not take off and land in a minimum distance. It takes considerable experience to handle a hot aircraft in the mountain environment.
3. Keep your aircraft as light as possible. Do not carry one pound of needless weight.
4. Know your planned destination airport. Check with experienced mountain pilots of the Montana Aeronautics Division. Know the altitude, length and conditions at the airport. Many of these fields are one-way and on some it is impossible to go around if you overshoot.
5. Check your weather and stay out of doubtful or bad weather. Weather can change rapidly and unexpectedly.
6. Make your flights in the early morning hours. The air is a rule begins to deteriorate around 10:00 a.m., grows steadily worse until about 4:00 p.m., then gradually improves until dark.
7. Stay out of the mountains if the wind is over twenty-five (25) knots.
8. Route your flights over valleys whenever possible and study your charts thoroughly. Watch your compass headings and don't get lost.
9. Maintain as much altitude as possible at all times; remember, others are in the mountains to enjoy a wilderness experience.
10. Approach all ridges at an angle so you can turn away if you encounter a downdraft. After crossing the ridge, head directly away from it.
11. Expect the wind to be changing constantly in the mountains. Do not rely on cloud shadows for wind direction. If you are unable to gain altitude on one side of a canyon, try the other. If there is no improvement there, fly the center, but do not under any circumstance fly up a canyon or valley without sufficient altitude and room to turn around. The grade of the canyon may climb faster than your aircraft.
12. Keep flying speed in downdrafts. Do not panic—air does not go through the ground. Normally, a sound cushion of air will be there unless below the top of the timber. The stronger the downdraft, the greater velocity it will have when it must change direction.
13. Remember, you will not have a horizon to check the attitude of your aircraft once you begin to let down in the mountains. Watch your airspeed and crosscheck your instruments. Your altimeter and a good vertical velocity indicator are worth their weight in gold.

Under ordinary circumstances you can expect the wind to be blowing upstream in the morning and afternoons as the air heats up, and downstream in the evening as it cools. Heavy, cold air goes down hill while the lighter, warm air rises. Know the wind if possible; watch the topography. With a little analysis you can tell where the updrafts and downdrafts are likely to be. Air, as does water, follows the contour of the land it flows over. Use the updrafts to help you gain altitude, but do not fly an aircraft in this territory that does not have a ceiling sufficient to get you above mountains without help from the updrafts.

Always remember that you are flying in a huge and very sparsely populated territory. If you have an accident, it may be some time before anyone knows about it. You will be landing on fields where there is no one to help you in case of trouble and it is a long walk out. Do not take chances.

Equip yourself with proper clothing and at least minimum survival equipment on any flight into the mountainous areas.

LANDINGS

Safety of flight dictates that each pilot transmit in the blind on 122.9 whenever approaching or departing a non-unicom equipped airport so as to advise other aircraft of your intentions. You can not maintain constant visual contact with the runway at many of the back country strips and acceptance of this practice will assure an added safety factor when using these facilities. These air strips receive considerable use by aircraft when forest fires or similar emergency conditions exist in the area.

1. On landings, approach upstream whenever possible. Maintain the recommended approach speeds with power (see pilot's operating handbook). If the aircraft is settling too fast, add more power, if it isn't descending fast enough, reduce power, but do not make power off approaches—they are dangerous. When the landing is assured, reduce power for a controlled sink rate to the runway end. This will allow brakes to be used over a greater portion of the landing roll. Apply accelerated stop procedures for your airplane immediately after touchdown. (Check your Airplane Flight Manual.) Most mountain airports are short.
2. Do not drag into mountain fields with a low approach. Under these conditions a downdraft has everything its own way. If you feel doubtful about your approach, go around while you are still high and do not land until you are satisfied. Do not fly out of sight of the field on your approach if possible—another aircraft may start a takeoff. If flying out of sight is necessary due to the terrain, call in the blind then circle the field until the pilots on the ground definitely know you are going to land.
3. Do not maneuver to land at low altitude. Go far enough from the field to turn so no excursion can be made at a safe altitude. This also gives you time to stabilize your slow flight on final approach. Do not park your aircraft on the runway. This is extremely poor air manners, and endangers fellow pilots by robbing them of much needed landing space. If you find turbulent air when you let down in the canyons, return home—turbulent air has no respect for you, regardless of your experience and ability.

TAKEOFF

1. Remember that each thousand feet you are above sea level will increase your takeoff run approximately twenty-five percent. Compute your takeoff roll using your aircraft operations manual and other guidelines.
2. Use common sense on takeoffs. If the air is turbulent or if you have a tail wind, wait until conditions improve. Remember, none of these fields are long enough to land again once you have left the ground. Let the aircraft use all the runway it needs as long as runway is available, then at will be flying when it leaves the ground. Do not pull the aircraft off until you are sure of flying speed.
3. You can gain extra takeoff speed by making your turn at the end of the field at a good fast taxiing speed. Open your throttle as the plane swings around to line up with the runway. Practice this maneuver with an instructor on a good standard airport.

Before flying into this territory practice short field, power-on landings upwind, downwind and crosswind. Be sure you can land your aircraft on a fifty foot spot not once in a while but every time. Take maps with you. Know your route and the weather. Let someone know where you are going, the route you are going to use and when you will be back. Do not fly into basins or valleys at high altitudes that do not have an outlet where you can get out in a hurry in case of downdrafts. Remember, winds in excess of forty knots are common at ten thousand feet altitude. Carry enough fuel to make a complete round trip plus fifty percent. You will need it more times than not. And, above all, fly the aircraft every second—don't let "it fly you." You cannot make mistakes in this territory.

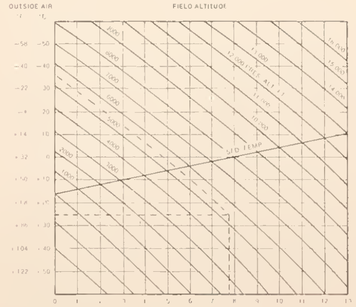
AIRMARK LOOKOUT TOWERS

		LAT.	LONG.
23	Welsh Mountain	48-49'	115-22'
29	Swift Current	48-48	113-45
32	Mountain Mansion	48-46	114-48
37	Cyclone	44-44	114-19
47	Big Creek Baldy	48-38	115-35
48	Pinkham Min	48-38	115-07
51	Mountain Brown	48-38	113-50
56	Weines	48-35	114-36
74	Loneman Peak	48-28	113-45
77	Johnson Peak	48-27	114-41
97	Firefighter	48-20	113-53
111	Red Plume	48-09	113-18
131	Gem	47-55	115-55
134	Mission	47-54	113-51
135	Spotted Bear	47-54	113-27
139	Richard	47-50	115-40
154	Bear Top	47-48	112-52
156	Sex Peak	47-44	115-40
160	Priscilla Peak	47-42	115-10
162	Mud Lake	47-38	113-18
163	Driveway	47-35	115-35
165	Baldy	47-38	114-50
172	Cooney	47-32	113-38
178	Patrol Mountain	47-27	112-54
184	Jumbo	47-22	113-07
191	UP UP Mountain	47-20	115-20
211	Falls Point	47-12	112-54
214	Thompson Peak	47-11	114-54
216	Double Arrow	47-10	113-32
224	Stark Mountain	47-05	114-34
229	Landowner Min	47-05	114-34
234	Williams Peak	46-58	114-56
237	Monument	47-00	111-05
239	Hunter	46-56	113-25
247	Granite Butte	46-52	112-35
248	Porphyry	46-51	110-45
251	Union	46-48	113-24
252	Hogback	46-50	111-43
253	White Mountain	46-47	114-20
255	Westfork Butte	46-44	114-25
265	Sliderock	46-36	113-34
267	St. Maries Pk.	46-31	114-14
292	Highland	45-46	112-31
293	Barn Cone	45-43	114-26
307	Poker Jim Butte	45-20	106-22
310	Horse Butte	44-45	111-12
312	Cinnamon	45-08	111-14

DENSITY ALTITUDE CHART

LEARN TO USE THIS CHART — FOG IN PLANE

Computed altitude is the calculated altitude at which an aircraft will perform. Aircraft operate at, as a result, may be at an altitude greater or less than the actual altitude above Sea Level.



The following example illustrates the proper use of this chart to determine the density altitude at the airport you plan to use.

Select the actual altitude of the airport to be used on the vertical lines marked Field Altitude (Example 7500 ft.) Next select the temperature (Example 77°F.) Follow the temperature line to the right until it crosses the diagonal line (Field Altitude) from the point where it in two lines cross. Follow a line to the bottom of the chart and read the operational density altitude (Example 7700 ft.)

RECREATION AIRPORTS

Restaurant, Bar & Accommodations Near	Dude Ranches	Swimming Pool, Golfing, Tennis Courts & Other Recreation Facilities Nearby	Fishing Streams Adjacent to Airport	Camping Facilities on or Near Airport	Ski Area Near Town	AIRPORT	LAT.	LONG.
△		⊙				BABB	48-51	113-26
	★				▲	BENCHMARK	47-28	112-50
	★					BOULDER	46-13	112-07
		⊙	◆▸			COLUMBUS	45-38	109-15
	★	⊙	◆▸			ENNIS	45-21	111-44
		⊙	◆▸			FORTINE	48-48	114-54
△						FORT SMITH	45-19	107-55
△		⊙	◆▸			GARDINER	45-03	110-44
					✱	KALISPELL	48-10	114-17
					✱	LEWISTOWN	47-03	109-28
		⊙	◆▸			LINCOLN	46-58	112-39
		⊙	◆▸			LIVINGSTON	45-42	110-26
			◆▸	▲		MEADOW CREEK	47-51	113-25
					✱	MISSOULA	46-55	114-05
	★		◆▸			9 QUARTER CIRCLE	45-04	111-17
		⊙	◆▸			POLSON	47-41	114-11
					✱	RED LODGE	45-11	109-17
			◆▸	▲		ROCK CREEK	46-43	113-39
			◆▸	▲		SCHAFER	48-05	113-15
		⊙		▲		SEELEY LAKE	47-11	113-27
			◆▸	▲		SPOTTED BEAR	47-58	113-34
			◆▸	▲		TIGER DAM	48-19	111-07
				▲		TOWNSEND-CANYON FERRY	46-25	111-34
		⊙	◆▸	▲		TROY	48-29	115-54
		⊙	◆▸	▲		VALIER	48-18	112-15
△		⊙	◆▸	▲		WEST YELLOWSTONE	44-41	111-07
		⊙	◆▸			WISDOM	45-35	113-28
			◆▸	▲		WOLF CREEK	46-57	111-58

COMMERCIAL BROADCAST STATIONS IN MONTANA

Airport Location	Radio Call	Freq (khz)	Hours of Operation		Power (watt	
Anaconda	KANA	580	0600	Sunset	1.00	Day
					.50	Nite
Baker	KFLN	960	0600	Sunset	5.00	Day
					.37	Nite
Belgrade	KGVW	630	0600	Sunset	1.00	Day
					.25	Nite
Billings	KBMY	1240	24 Hours		1.00	Day
					.25	Nite
Billings	KGHL	790	24 Hours (On Ant. Nite) (Sun) 2400 to 0530 (hut down		5.00	
Billings	KOOK	970	24 Hours (On Ant. Nite) (Sun) 2400 to 0600 (hut down		5.00	
Billings	KOYN	910	0600	Sunset	1.00	Day
					.50	Nite
Billings	KURL	730	0600	Sunset	.50	Day
					.17	Perpetrise
Bozeman	KBMN	1230	0530	2400	1.00	Day
					.25	Nite
Bozeman	KXXL	1450	24 Hours	1450	1.00	Day
			(Sun) 2400 to 0530 (hut down		.25	Nite
Bozeman	KBOZ	1090	24 Hours		5.00	
Butte	KBOW	550	24 Hours (On Ant. Nite)		5.00	Day
			(Sun) 2400 to 0600 (hut down		1.00	Nite
Butte	KXLF	1370	0600	2400	5.00	
Deer Lodge	KDRG	1400	0630	2200	1.00	Day
			0800 (Sun)	2200	.25	Nite
Dillon	KQBN	1490	0600	2200	1.00	Day
			0700 (Sun)	1900	.25	Nite
Forsyth	KIKC	1250	0600	Sunset	5.00	
Glasgow	KLTZ	1240	0557	2315	1.00	Day
			0657 (Sun)	2215	.25	Nite
Glendive	KGLE	990	0600	Sunset	.50	
Glendive	KXGN	1400	0600	2200	1.00	Day
			0800 (Sun)	2200	.25	Nite
Great Falls	KEIN	1310	24 Hours		5.00	Day
			(Sun) 2400 to 0500 (hut down		1.00	Nite
Great Falls	KMON	560	24 Hours (On Ant. Nite)		5.00	
			(Sun) 2330 to 0500 (hut down			
Great Falls	KQDI	1450	0530	0100	1.00	Day
			0600 (Sun)	2400	.25	Nite
Great Falls	KARR	1800	0600	2400	1.00	Day
					.25	Nite
Hamilton	KLYQ	1240	0600	Sunset	1.00	Day
					.25	Nite
Hardin	KHDN	1230	0600	2200	1.00	Day
			0800	2200	.25	Nite
Havre	KQJM	610	0500	2400	1.00	Day
					.16	Nite
			0600 (Sun)	2400	(Dir. Ant.)	
Helena	KBLL	1240	0559	2415	1.00	Day
			0659 (Sun)	2315	.25	Nite
Helena	KCAP	1380	24 Hours		1.00	Day
			(Sun) 1200 to 0600 (hut down		.25	Nite
Helena	KMTY	950	0600	0100	5.00	
Kalispell	KQEZ	600	0550	2400	1.00	
					(Dir. Ant.)	
Kalispell	KOFI	1180	0600	2400	10.00	
					(Dir. Ant. after sunset)	
Laurel	KLYC	1490	0500	2400	1.00	Day
					.25	Nite
Lewistown	KXLO	1230	0600	2200	1.00	Day
			0715 (Sun)	1900	.25	Nite
Libby	KLCB	1230	0600	2200	1.00	Day
					.25	Nite
Livingston	KPRK	1340	0600	2300	1.00	Day
Mine City	KATL	1340	0730 (Sun)	1800	.25	Nite
			0530	2300	1.00	Day
Missoula	KGVD	1290	0500	0100	.25	Nite
			0700 (Sun)	2400 (Dir Ant Nite)	5.00	Day
Missoula	KYLT	1340	24 Hours		1.00	Day
					.25	Nite
Missoula	KGRZ	1450	24 Hours		1.00	Day
					.25	Nite
Missoula	KYSS	920	0600	Sunset	5.00	Day
Polson	KERR	1070	0600	0100	7.50	Day
					(Dir. Ant. Nite)	
Red Lodge	KRBN	1450	0600	2200	1.00	Day
			0700 (Sun)	2000	.25	Nite
Shelby	KSEN	1150	0600	2315	5.00	Day
			0600 (Sun)	2250	(Dir. Ant Nite)	
Sidney	KGCX	1480	0500	2215	5.00	Day
					(Dir. Ant Nite)	
West Yellow	KWKS	920	0600	Sunset	1.00	
Wolf Point	KVCK	1450	0600	2200	.50	*
			0800 (Sun)	2000	1.00	Day
					.25	Nite

* Before Sunrise

FLIGHT VISIBILITY

ALTITUDE	UNCONTROLLED AIRSPACE		CONTROLLED AIRSPACE	
	Flight Visibility	Distance From Clouds	** Flight Visibility	** Distance From Clouds
1200' or less above the surface, regardless of MSL Altitude	1 statute mile	Clear of clouds	3 statute miles	500' below 1000' above 2000' horizontal
More than 1200' above the surface, but less than 10,000' MSL	1 statute mile	500' below 1000' above 2000' horizontal	3 statute miles	500' below 1000' above 2000' horizontal
More than 1200' above the surface and at or above 10,000' MSL	5 statute miles	1000' below 1000' above 1 statute mile horizontal	5 statute miles	1000' below 1000' above 1 statute mile horizontal

* Helicopters may operate with less than 1 mile visibility, outside controlled airspace at 1200 feet or less above the surface, provided they are operated at a speed that allows the pilot adequate opportunity to see any air traffic or obstructions in time to avoid collisions.

** In addition, when operating within a control zone beneath a ceiling, the ceiling must not be less than 1000'. If the pilot intends to land or takeoff, or enter a traffic pattern within a control zone, the ground visibility must be at least 3 miles at that airport. If ground visibility is not reported at the airport, 3 miles flight visibility is required. (FAR 91.105)

Winter

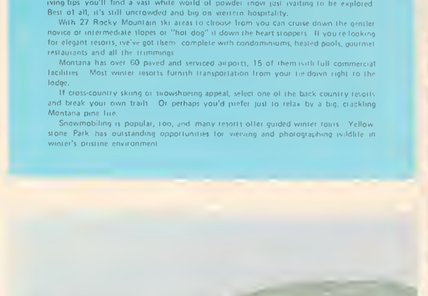
Pack your parka, toss in your ski and take off for Montana this winter. Beneath your wing tips you'll find a vast white world of powder snow just waiting to be explored. Best of all, it's still uncrowded and has old-fashioned hospitality.

With 27 Rocky Mountain ski areas to choose from you can cruise down the gentler novice or intermediate slopes or "hot dog" it down the heart stoppers. If you're looking for elegant resorts, we've got them complete with condominiums, heated pools, gourmet restaurants and all the trimmings.

Montana has over 60 paved and serviced airports, 15 of them with full commercial facilities. Most winter resorts furnish transportation from your in-town right to the lodge.

If cross-country skiing or snowshoeing appeal, select one of the back country resorts and break your own trails. Or perhaps you'd prefer just to relax by a big, crackling Montana pine fire.

Snowmobiling is popular, too, and many resorts offer guided winter tours. Yellowstone Park has outstanding opportunities for viewing and photographing wildlife in winter's pristine environment.



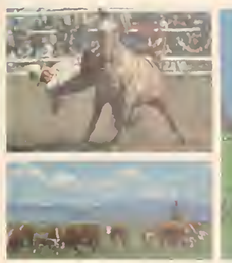
Spring

Spring arrives late in the northern Rockies, providing excellent skiing conditions through April, long after more southerly slopes are closed.

Spring is a time of rebirth all across the open range of central and eastern Montana with lush new grass, carpets of wildflowers and fresh stock on the ranches. Dozens of dude and guest ranches offer vacations in true western style nearly any time of the year. They range from small, intimate family operations to deluxe spreads with swimming pools, tennis courts, golf and other amenities. Many working ranches invite guests to join roundups, branding and day-to-day operations.

Spring brings fishing with most Montana trout waters opening by mid-May. Fine mountain streams, lakes and swift rivers supply the most challenging and satisfying angling in the country. By June many of these same streams offer thrilling white water float trips, two—the Missouri and Yellowstone—have organized rafi excursions.

Spring is also a good time to sample some of the state's rich historical heritage. From the Custer Battlefield and Lewis and Clark Expedition sites to Montana's 90 ghost towns, the past is just waiting to be rediscovered.



Summer

Spread your wings and fly. The clear, blue sky of Montana beckons.

Glacier National Park, America's most spectacularly beautiful mountain park, offers more than a million acres of unspoiled scenery, 200 sparkling lakes, crystal streams, awesome peaks, alpine meadows, rare wildlife, 900 miles of back country trails and dozens of well-groomed campsites as well as luxury accommodations.

Visit Yellowstone, then fly to western Montana where range upon range of mountains invite you to explore the wilderness on foot or by horseback. Relax in a mountain lodge, strike out on your own or join one of the many licensed outfitters or guides.

Dozens of state parks and recreation areas provide the finest in water sports (including sailing regattas), cave exploring, rock hounding and excellent fishing throughout the summer.

Summer is also rodeo time with dozens of bronc riding, calf roping and bull dogging action all across the state.

Ever been to an Indian reservation? Montana has seven big ones with everything from all-Indian rodeos to colorful traditional ceremonials.

Fall

Autumn is the time to really savor Montana. Days are still warm, nights have turned crisp. Mountainsides are splashed with reds and golds, out on the ranges the grass has turned to yellow. The smell of wood smoke lingers in the quiet air, as the lakes grow colder, trout are coming to life and the elk bugle. Crowds are gone from the parks and early snows on the peaks have driven wildlife down within easy viewing range.

Whether you hunt with gun or camera, Montana offers one of the nation's greatest reservoirs of wildlife. Bear, elk, deer, antelope, moose, sheep, and goats are here in abundance. Flyways host thousands of geese, duck's and other waterfowl. Grouse and pheasant still roam at will. Lake McDonald, in Glacier National Park, attracts unusual numbers of Bald Eagles from mid-October through November.

Rich in mineral resources, the state is increasingly popular for gold panning and rock hounding as well. Mountain streams often yield enough "color" to take home a souvenir; sapphires, garnets, rubies, agates and petrified wood reward rockhounds.

And, when it comes to unusual fall events, where else can you attend a buffalo roundup?

MONTANA VFR AERONAUTICAL CHART

Scale 1:1 000 000

1 Inch = approx. 15.8 Statute Miles

EDMONTON FIR

MOOSE JAW CONCENTRATED AEROBATIC FLIGHT TRAINING AREA TO BE AVOIDED WITHIN A 10 NM RADIUS

WILLISTON MOA
FROM 3000 FEET TO BUT NOT INCL FL 180
HOURS OF USE INTERMITTENT
CONTACT NEAREST FSS

HAYS MOA
FROM 3000 FEET TO BUT NOT INCL FL 180
HOURS OF USE INTERMITTENT
BY NOTAM ONLY
CONTACT NEAREST FSS

YELLOWSTONE NATIONAL PARK

AERONAUTICAL SYMBOLS

AERODROMES

NAVAIDS

MISCELLANEOUS

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